

### 3.6.5 U.S. Customs and Border Patrol

The area where the proposed transmission lines would cross the U.S.-Mexico border is patrolled by the U.S. Customs and Border Patrol Division of the U.S. Department of Homeland Security. Activities undertaken in this area by the Border Patrol include surveillance through manned inspection and recently installed cameras for monitoring any activity along the border. Barriers have been erected on roads that cross the border to restrict motorized access across the border. A restriction on development along the border is identified in a 1907 Presidential Proclamation that requires that no construction be allowed along the border that could inhibit the protection or monitoring of the border.

### 3.6.6 Wilderness

The CDCA also designates Wilderness Study Areas (WSAs). Roughly 2,094,000 acres (850,000 ha) of the CDCA are recommended for WSAs. The nearest WSA to the project area is 15 mi (24 km) to the west, well outside the proposed and the two alternative routes examined in this EIS.

The California Desert Protection Act of 1994 designated some of the WSAs identified in the CDCA as Wilderness areas. The WSA located to the west of the projects area was designated as the Jacumba Wilderness under the act.

## 3.7 TRANSPORTATION

Roads in the vicinity of the proposed and alternative transmission line routes are State Route 98, which runs east-west, crossing the routes, linking Calexico and Ocotillo, and State Route 30, which runs north-south between State Route 98 and Westmorland, parallel to the route for approximately 2 mi (3 km) (see Figure 1.1-1). Other roads in the area include Interstate 8, which runs from El Centro to San Diego to the west, County Highway 80, which parallels Interstate 8 between El Centro and Ocotillo to the west, and State Route 86, which links El Centro and Brawley to the north.

Table 3.7-1 shows average annual daily traffic flows over these road segments, together with congestion level designations (levels of service). The levels of service designations used in the table were developed by the Transportation Research Board (1985) and range from A to F. A through C represent good traffic operating conditions with some minor delays experienced by motorists; F represents jammed roadway conditions.

## 3.8 VISUAL RESOURCES

Assessment of the visual resources potentially affected by the transmission lines uses the BLM Visual Resource Management (VRM) System (BLM 1986a,b). These guidelines suggest a